



Minnesota Transportation Museum

**MINNEGAZETTE**

January/February 1983

# MTM to Host 1983 TRAIN Convention

The Minnesota Transportation Museum is proud to announce that it will host the 1983 Tourist Railway Association, Inc. (TRAIN) national convention in October 1983. MTM last hosted the TRAIN convention in 1976.

What is TRAIN? TRAIN is an action association, dealing decisively in the areas of legislation, safety, operations, mechanical-steam, mechanical-electric, mechanical-passenger cars, advertising and promotion, and much more. Members include tourist railways, railroad museums, railway excursion operators, private car owners, suppliers, and other individuals.

The convention will be held Friday through Sunday, October 28, 29 and 30 in the Twin Cities at a hotel to be announced later.

Although the agenda has yet to be worked out, the three days will offer a chance for members from more than 100 streetcar and railroad museums to meet and discuss problems common to tourist railroading museums such as fund raising, relations with common carriers, construction and maintenance, federal laws and regulations, safety, etc.

Numerous seminars, conducted by experienced individuals widely known and respected throughout the tourist railway industry, will be held with question and answer periods after each seminar. Banquets will follow some seminars.

For the ladies, special entertainment programs, shopping tours, luncheons, and tours to points of interest in the Twin Cities will be arranged.

And, of course, MTM will operate its streetcars and Northern Pacific 328 steam train for the benefit of convention visitors and members throughout the weekend.

Watch for details on this most important convention in future **Minnegazettes** and get ready for TRAIN '83!

## About the Cover

On a warm summer Monday morning in 1961, Chicago Burlington & Quincy's famous excursion Northern 5632 roared through Newport, MN., enroute to Chicago with an Illini Railroad Club special that had operated on the DM&IR the preceding weekend. 5632, an O5B, was operated by the CB&Q until 1964 and has since been scrapped. Photo by Dennis Johnson.

## Membership Meeting Mar. 22

The next general membership meeting will take place at 7:30 p.m., Tuesday, March 22, at the Sheraton-Midway Hotel, 400 Hamline Ave. N., St. Paul. See you there!



Official seal of the 1983 TRAIN convention. N.P. engine 328 photo by Mike Mazzitello. Streetcar 1300 photo by Larry Schreiber. Seal design by Fred Rhodes.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette  
10409 Nicollet Circle  
Bloomington, MN 55420



# High Fashion on the High Iron

In deference to summer's high temperatures, and in consideration of members' pocketbooks, the standard MTM railroad uniform is designated as a white shirt or blouse, black tie, and black trousers or skirt, with black shoes and a railroad cap completing the outfit. But as locomotive 328 has stretched her legs at an increasing number of railroad operations, there's been a corresponding increase in interest on the part of MTM members in authentic railroad uniforms.

Authentic railroad uniform caps are readily available from uniform suppliers or can be picked up at railroad flea markets or antique stores. For some railroads, it's necessary to locate their authentic emblems, usually metal, to decorate the cap. Other railroads used embroidered insignia which easily can be duplicated.

Railroad uniforms are another matter, however. Unlike most clothing, railroad uniforms were tailor-made by the uniform companies that bid for the railroads' business. For this reason, it's often difficult to find second-hand uniforms that fit.

Two alternatives exist for those who would like to dress in complete railroad uniform. A dark blue suit often can be made to serve if you merely substitute railroad buttons and attach the appropriate lapel device. It's also possible to have a uniform made to order by one of the original railroad uniform tailors. The cost of a custom uniform varies according to the weight of the fabric used, but a three-piece suit made of tropical worsted fabric will cost approximately \$300.



While the uniforms of Larry Schreiber and Bob McNattin are basically similar, there are subtle differences which distinguish Schreiber's Milwaukee uniform from McNattin's Northwestern uniform. The Milwaukee used metal lapel

insignia and the Northwestern used embroidered "C&NW" on the lapel. The caps are the same styles, but Schreiber's has a metal strap secured by buttons and a metal badge while McNattin's C&NW conductor's cap is embroidered.

It's not necessary for any MTM members to spend a lot of money to be properly attired for MTM railroad operations. What we desire is a neat, clean appearance and an air of competent authority when performing one's duties. The white shirt or blouse and black skirt or trousers with black tie and a proper railroad cap more than communicate the proper image. But for those whose interest in authentic uniforms has been heightened by seeing No. 328 on the road, the following addresses may be of interest:

**Railroad Uniform Tailor**

Supplier of railroad uniforms and caps:

Mr. Don Goldstein  
Carlson-Murray, Inc.  
330 South Wells Street  
Chicago, Illinois 60606  
312-663-0200

**Railroad Buttons**

Joseph F. LaJoie  
22 Stevens St.  
P.O. Box 3  
Methuen, Massachusetts 01844  
617-683-6478

**Railroad Artifacts and Cap Badges**

Check the classified ads in TRAINS, Railfan, etc.

Alsol -  
Seth Bramson  
8035 Cecil Street  
Miami Beach, Florida 33141  
305-866-1016

by Robert McNattin



MTMers in full regalia: back row from left, Ray Norton, Pat Campion, Jan Haviland, Jeff Scholler, Casey Bensen, Phil Hanson, Larry Schreiber, John Larson, Mike Buck; front

row from left, Bernie Braun, Bob McNattin, Jeff Haviland and Gene Corbey.



# 1983 Como-Harriet Season Planning

Preparations are underway for the 1983 operations at the Como-Harriet Streetcar Line. The Traction Division questionnaire/survey will be made available shortly to people who wish to participate in its activities. New members and current participants will automatically receive a survey form. All interested MTM members are encouraged to become active and involved in their museum. Call or write me requesting a survey form. We need people (women as well as men) to help in the 1983 operation such as:

Car Operations (regular schedule)  
Restoration  
Line Maintenance (Saturday mornings)  
Cashiers  
Grounds Crew (42nd St. Station)  
Chater Operations (morning/afternoon)



We are particularly interested in people to supervise the area of grounds crew, right of way work crews, car cleaners and charter operators. However, members are encouraged to become active in any of the areas listed. Let me know that you want to help make the 1983 season a real success. If you do not receive a survey form by February 15, please contact me.

**Mike Buck**  
Vice President, Traction



Jan and Jeff Haviland, dressed in the MTM standard railroad uniform of white shirt or blouse with black tie and black trousers or skirt, have tickets punched by Bernie Braun, who's wearing an authentic Burlington Route trainman's uniform. Most railroad uniforms were either black or very dark blue; Burlington uniforms were distinctive in that they were made of a brighter blue fabric.



Ray Norton, left, in the uniform of a Milwaukee Road brakeman, and Gene Corbey in that of a Pullman conductor, check their watches with the standard clock.

## Special on E.R.M. "Blems"

The museum has 18 copies of **Russell L. Olson's** *The Electric Railways of Minnesota* for sale at a reduced price. The colorful dust covers of these fine books are damaged, but the 560-page hardbound books themselves are in excellent condition. The normal price of this publication is \$29.95 but the blemished versions are being offered for only \$12 each (plus 5 percent sales tax). Due to this low price, the books cannot be mailed out. Call **Judy Sandberg** at (612) 890-2830 for order information.



Pat Campion and Jan Haviland model variations of the MTM car attendants' uniforms. Important elements are white blouse and black skirt and tie. These elegant uniforms convey a feeling of competence and authenticity.



John Larson in the uniform of a Northern Pacific conductor confers with Pat Campion in the uniform of a car attendant and Casey Bensen in a Soo Line conductor's uniform. If Pat were assigned as brakeman, she would substitute lace shoes with a definite low heel for the slip-on pumps she is wearing. The skirt should allow freedom of movement for getting on and off cars, or black trousers could be substituted. All uniform photos by Mike Buck.





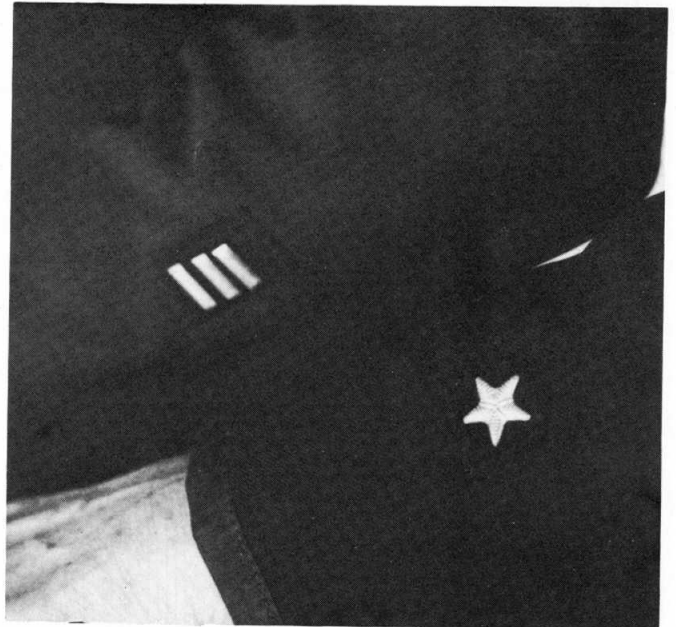
Clockwise from the lower left: Northern Pacific conductor's cap with metal badge and cloth cord strap secured by buttons; Chicago, South Shore and South Bend conductor's cap with two lace stripes and metal conductor's badge; Milwaukee Road conductor's cap with metal badge and metallic strap secured by buttons; Pullman conductor's cap with metal badge and cord strap but no lace stripes; C&NW conductor's cap with lace stripes and embroidered conductor's badge; Burlington Route trainman's cap with cloth emblem, metal badge, and cloth strap; and Soo Line conductor's cap with one lace stripe and embroidered conductor's badge and logo.



The Milwaukee Road is well represented by Jeff Scholler, Phil Hanson and Larry Schreiber. Jeff's conductor's uniform is a dark suit purchased at a local store to which he attached the appropriate Milwaukee Road buttons and insignia. Phil and Larry both wear authentic antique Milwaukee trainmen's uniforms which they purchased second hand. Only a trained (no pun intended) could tell the difference.



Bob McNattin, Bernie Braun, and Casey Bensen wear uniforms representing the purchase options available to MTMers who would like to wear authentic railroad uniforms. Scholler wears a blue suit purchased at a local store to which he attached Milwaukee Road insignia and buttons. Braun wears a Burlington Route trainman's uniform which he purchased second hand, probably at a flea market. McNattin wears a C&NW conductor's uniform and Bensen wears a Soo Line conductor's uniform, both custom made by Carlson-Murray Co., Chicago, railroad uniform tailors.



Each bar on the left cuff of Corbey's uniform indicate five years of service, and the star on Larry Schreiber's left cuff indicates 25 years of service. Conductor's insignia was always gold and insignia for brakemen and trainmen was silver.

## MTM Dues Second Notice

Now is an opportune time to renew your membership privileges in MTM. Since you no doubt enjoyed your affiliation during the past year and in many instances throughout past years, extending your membership into 1983 at this time will assure your enjoyment of many good things to come.

As you know, MTM is truly a non-profit organization, never having received a single dollar of government subsidy in 21 years of existence and recognized nationwide by the transportation industry and other museums as a responsible organization having sound management and a loyal membership.

Your dues is an essential source of funds for restoration and maintenance of many worthwhile pieces of historical, authentic equipment selectively rescued by MTM in basically good shape. Since the demise of Como Shops in August, the acquisition of a new permanent shop facilities and railroad operating site appears to be

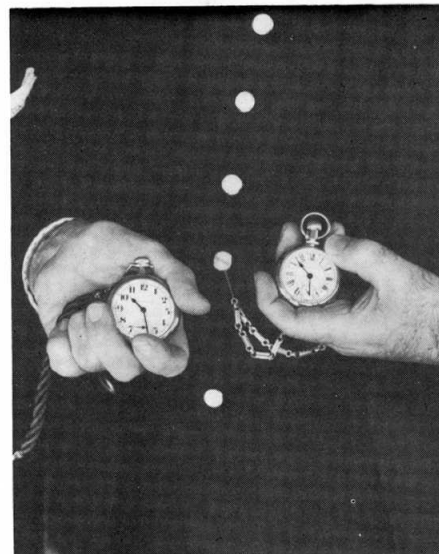
materializing for 1983 with considerable funding required to develop. Revenue from railroad and traction operations won't cover the initial cost, but dues from more than 500 members will help to maintain solvency.

For your convenience, a dues renewal form is enclosed to simplify your renewal response. Some members are already paid through 1983 or beyond so check your MTM membership card for an expiration date. If it reads **December 31, 1982**, then now is the time to renew. Enjoy and relax in a paid-up membership for the full year of 1983.

Mail dues payment to: Minnesota Transportation Museum, **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410. Phone (612) 922-4706.

Thank you for your prompt response.

**Raymond R. Bensen Sr.**  
Membership Secretary



Closeup of Norton and Corbey. Note six-button vests, single and double watch chains, and "lever-set" railroad watch on left. Corbey's watch, on right, was not railroad standard, but is currently available at less cost and achieves the same effect.



From atop the tender, Ken Peterson, left, and Bill Campion conspired to pump water into 328s tender using the 1916 American La France pump engine in the foreground during

the Stillwater operations in July. However, the hose couplings didn't match and they will try to have the correct adaptors on hand next year.



## Streetcar No. 78 — A Coming Attraction

Subsequent to completion this winter of substantial restoration/rehabilitation to streetcar No. 1300, the Traction Division is commencing planning for a third streetcar to the fleet at Lake Harriet. It will be the 1893 LaCleda-built, single-truck closed motor/passenger car, once operated by the Duluth Street Railway Company from 1893 to 1911. The car measures about 33 feet long by 8-1/2 feet wide, and weighs in at around 18,000 pounds complete. Passenger capacity, including standees, was set by the manufacturer at 30.

Completion of the car should be substantially sooner than was the case with streetcar No. 265, but will depend in large part on available space to conduct the restoration work, budget to allow materials to be purchased, and most crucial, people to undertake the project. I encourage any museum member to contact me concerning their desire to participate in the areas of project coordinator, design agent, purchasing, millwork, electrical, and worker/crewing.

Most crucial will be a facility to conduct prolonged (3 to 5 years) restoration/creation work on the car. Work may not be possible, for example, until our third car barn is completed. With the loss of Como Shops, restoration endeavors are either curtailed altogether or, at least, severely limited to prioritized needs at Lake Harriet. All museum members seriously need to be concerned about, to offer and to communicate to the Board of Directors, practical, creative alternatives to the present system of acquisition, disposition, and storage of the existing collection. There is no guarantee for continued storage of traction equipment (No. 78 and Mesaba Interurban car No. 10) at the former Como Shops site in St. Paul. Indeed, it now appears that a deadline is approaching for subsequent removal of these items.

Of special significance must be the sustained, unimpeded operation of existing equipment and programs at the Como-Harriet Streetcar Line to generate revenue, as well as the application for special funding to fulfill the division's goals for additional cars at the site. We cannot allow any regular or charter operations to be lost for lack of operating staff, inoperable vehicles, or condition of right-of-way.

We practically, and in actual fact, possess the potential to have a "princess" in the fleet at Como-Harriet. It is no longer a mere pipe dream. It is not a lingering fantasy. IT IS REAL!!! That "princess" to our fleet will be streetcar No. 78!!!

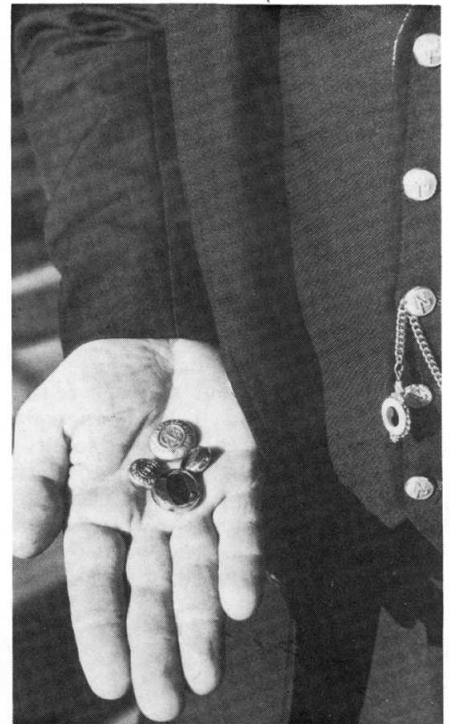
**Mike Buck**  
Vice President, Traction



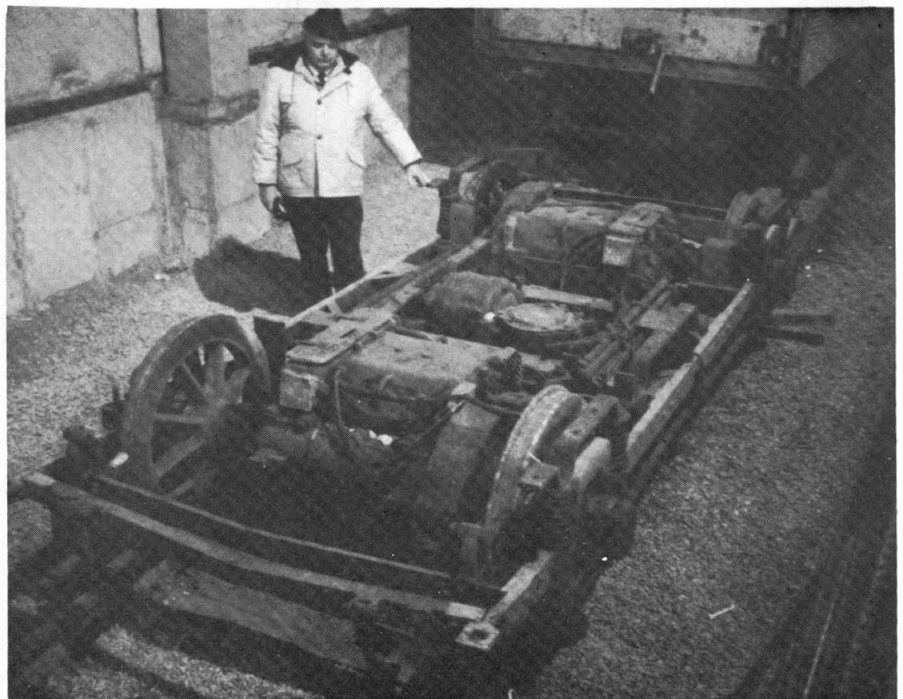
## Streetcar No. 78 Power Truck Arrives

Streetcar No. 78 (1893 LaCleda single-truck) restoration planning moved forward in November with the arrival of its newly-acquired Brill Model 79XE2 power truck, courtesy of member **William Olsen**. The truck is now safely tucked away in a heated warehouse in the Twin City area. Thanks to **Eugene Corbey** for his coordinating the unloading and for securing storage for the unit.

**Mike Buck**  
Vice President, Traction



**John Larson** holds button "shells" which slip over regular suit buttons, thus converting the suit to a uniform. These removeable shells allowed a promoted conductor to work as a brakeman without the necessity of having two separate uniforms.



Member **Bill Olsen**, donor of the Brill truck for streetcar 78, examined its condition upon arrival in the Twin Cities. Photo by **Mike Buck**.

# Thanks to Como-Harriet Work Crews

MTM wishes to thank the many people who came out to help maintain the Como-Harriet Streetcar Line right-of-way this past summer. These people spent one Saturday per month doing everything from picking up trash from the ground and replacing rotted ties to adjusting the overhead wire. Rather than to be specific in naming those individuals who participated in particular activities, I want to thank the group as a whole for a job well done.

I hope I haven't omitted anyone from the following list because everyone who came out to work really worked hard and it was sincerely appreciated. I'm really tickled to have such a fine, dedicated group to work with. They have all had a part in making the Como-Harriet Streetcar Line the premier attraction it is and keeping it in a safe and smooth condition.

Keith Anderson	Bob MacNie	Roy Harvey	Herb Pinske
Kevin Anderson	Jerry Martin	Duane Hassig	Stu Powers
Grant Arneson	Loren Martin	Scott Heiderich	John Prestholdt
Martin Belland	Charles McCarthy	Dwight Hendricks	Fred Rhodes
Larry Beyer	C.P.(Pat) McCarty	Walt Hotvet	Frank Sandberg
Bernie Braun	Robert Mirick	Dale Hromadko	Tom Sneed
Bruce Brunette	Gary Neunsinger	Fred Hundt	Bob Schumacher
Mike Buck	George Obermeyer	George Isaacs	Ken Snyder
John Cartwright Jr.	Norm Podas	Gust Jensen	James Strobel
Bill Cordes	David Norman	Bill Johnson	Walt Strobel
Harold Dalland	Ralph Odegard	Karl Jones	John Titterton
John DeWitt	Greg Olson	Corbin Kidder	Scott Vaubel
Blair Dollery	Richard Olson	Larry Knott	Lyle Vogt
Robert Dumas	Russell Olson	Robert Kruse	Mike Walman
Phil Epstein	Steve Olson	Dennis Larson	Scott Wardrope
Tom Flemming	Steve O'Rourke	Erich Linser	Terry Warner
Gary Foss	James Otto	Gary Lovegren	
John Gasser	David Parachini		
Steve Glischinski	John Peterson	Walt Strobel	
James Gillen	Ken Peterson	Roadmaster	
Nils Halker	Bob Philipp	Como-Harriet Streetcar Line	

# OLD STREETCARS NEVER DIE...

HELP 265  
LIVE AGAIN!



We've located another historic electric trolley car, built in 1915, which operated on the streets of Duluth, Minnesota until the end of Port City rail operations in 1939. Originally constructed in the St. Paul Snelling shops of the Twin City Rapid Transit Co., car #265 is remarkably well preserved despite her many years in the woods as a private lakeshore cottage. The vintage car has wicker seats, rich hand finished cherry woodwork and a lavish use of gold lettering. We're working hard to restore old #265 to her former glory — to run again along with sister car 1300 on the now re-opened Como-Harriet Streetcar Line in Minneapolis. But the work is very expensive and we need financial help to speed the work. Help old #265 run again in regular service for citizens of all ages to ride and enjoy.

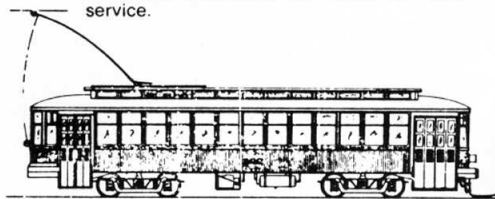
Send your contribution to:

"Trolley"  
#265 Restoration Fund  
Box 1300  
Hopkins, Minn. 55343

Remember, all contributions to "Trolley" are tax deductible.

# HELP 265 LIVE AGAIN!

A second operational streetcar for the Minnesota Transportation Museum's Como-Harriet Streetcar Line is vitally needed to help with the traffic load of eager riders. Car #265 will provide that needed extra carrying capacity, allow for a more authentic operation and also be a fitting Minnesota memorial to the once-great Duluth-Superior, electric railway system. But restoring streetcars is very difficult and most expensive. So, help #265 ride again! All donors names will appear on the honor-roll aboard #265 when she returns to active service.



For your convenience please cut this form, and mail it to:

"Trolley"  
#265 Restoration Fund  
P. O. Box 1300  
Hopkins, Minn. 55343



Enclosed is my contribution of \$ \_\_\_\_\_ to aid in the preservation and restoration of No. 265.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

No. 265 Streetcar Restoration Fund flyer that was distributed in the mid-1970s. It was helpful in raising the \$25,000

necessary to add the second car on the Como-Harriet Streetcar Line.



# Thanks to 1982 Como-Harriet Streetcar Crews

Many thanks to the 85 or so motor-men, motorettes, conductors, foremen, platform attendants, etc. who participated in the operations of the Como-Harriet Streetcar Line which carried 48,242 passengers in 1982. They are as follows:

Keith Anderson	Brian Krynski
Kevin Anderson	Dick Levering
Grant Arneson	Carol McCarthy
Dave Barnette	Charles McCarthy
Casey Bensen	Bob MacNie
Ray Bensen Sr.	Bob McNattin
Larry Beyer	Loren Martin
Herb Bodlund	Jerry Martin
Bernard Braun	Marjorie Meyers
Jeff Braun	Bob Mirick
Bruce Brunette	Helen Murphy
Mike Buck	Gary Neunsinger
Bill Campion	Lorrain Nilsen
Pat Campion	Dave Norman
Eugene Corbey	John Nordale
Bill Cordes	George Obermeyer
Harold Dalland	Ray Norton
Robert Dumas	Bill Olsen
John DeWitt	Byron Olsen
John Dillery	Greg Olson
Blair Dollery	Rick Olson
Phil Epstein	Russell Olson
Dave Ferch	Steve Olson
Dave Gepner	John Prestholdt
Steve Glischinski	Norman Podas
Bill Graham	Fred Rhodes
Nils Halker	Frank Sandberg
Jay Halverson	Judy Sandberg
Jim Harrison	Steve Sandberg

Roy Harvey Sr.	Bob Kruse
Scott Heiderich	Larry Schreiber
Ken Holley	Bob Schumacher
Walt Hotvet	Ken Snyder
Dale Hromadko	John Stein
Aaron Isaacs	Walt Strobel
George Isaacs	John Titterton
Alvin Johnson	Mike Walman
Karl Jones	Don Ward
Gust Jessen	Terry Warner
Corbin Kidder	John White
Rick Krenske	Dick Wilcox
Ted Kane	Bob Wise

## Cashiers

Ray Bensen Sr.  
Mike Buck  
John Prestholdt  
Ken Snyder  
Walt Strobel

## Superintendents

Scheduling-regular operations  
Carol/Charles McCarthy

Scheduling-charter operations  
Judy Sandberg

Car Maintenance-site  
Loren Martin

Roadmaster  
Walt Strobel

Aboard Car Sales Inventory Control  
Dale Hromadko

Mike Buck  
Vice President, Traction



## MTM Formulates Acquisitions Program

The Acquisitions Program consists of two parts; an Acquisitions Plan and an Acquisitions Procedure.

The Plan outlines in general terms the kinds of equipment of interest to the museum. The Plan is based on projected needs for railroad operations involving three types of trains and the Como-Harriet Streetcar Line.

The Acquisitions Procedure was developed to avoid confusion and misunderstanding, enabling the museum to proceed in an orderly manner regarding acquisitions. It is of the utmost importance to the effective implementation of this procedure that proposals be submitted to the Acquisitions Committee in adequate anticipation of bidding deadlines.

(The next issue of the **Minne-gazette** will list rolling stock which the MTM considers worthwhile acquisitions.)

Any questions regarding acquisitions may be directed to any of the members of the committee or to **Bob McNattin**, (612) 645-4456.

## 1982 MTM Acquisitions Committee

**Bob Ball**  
**Frank Bifulk**  
**Bob Clark**  
**Tom Dimond**  
**Steve Glischinski**  
**Dennis Johnson**  
**Bob McNattin**, Chairman  
**Frank Sandberg**, ex-officio



Main Entrance of New State Prison,  
Stillwater, Minn.

Streetcars used to run right past the gates of the Minnesota State Prison in Stillwater. Postcard from the Gary Lovegren collection.

## Operators Hats to be Reordered

The pill-box style conductor hats are once again being offered to the membership. The Traction Division endorses these hats as being part of the streetcar operator's uniform. The hat may also be considered as useful for some aspects of formal railroad division operations. Members wish-

ing to place an order should submit in writing:

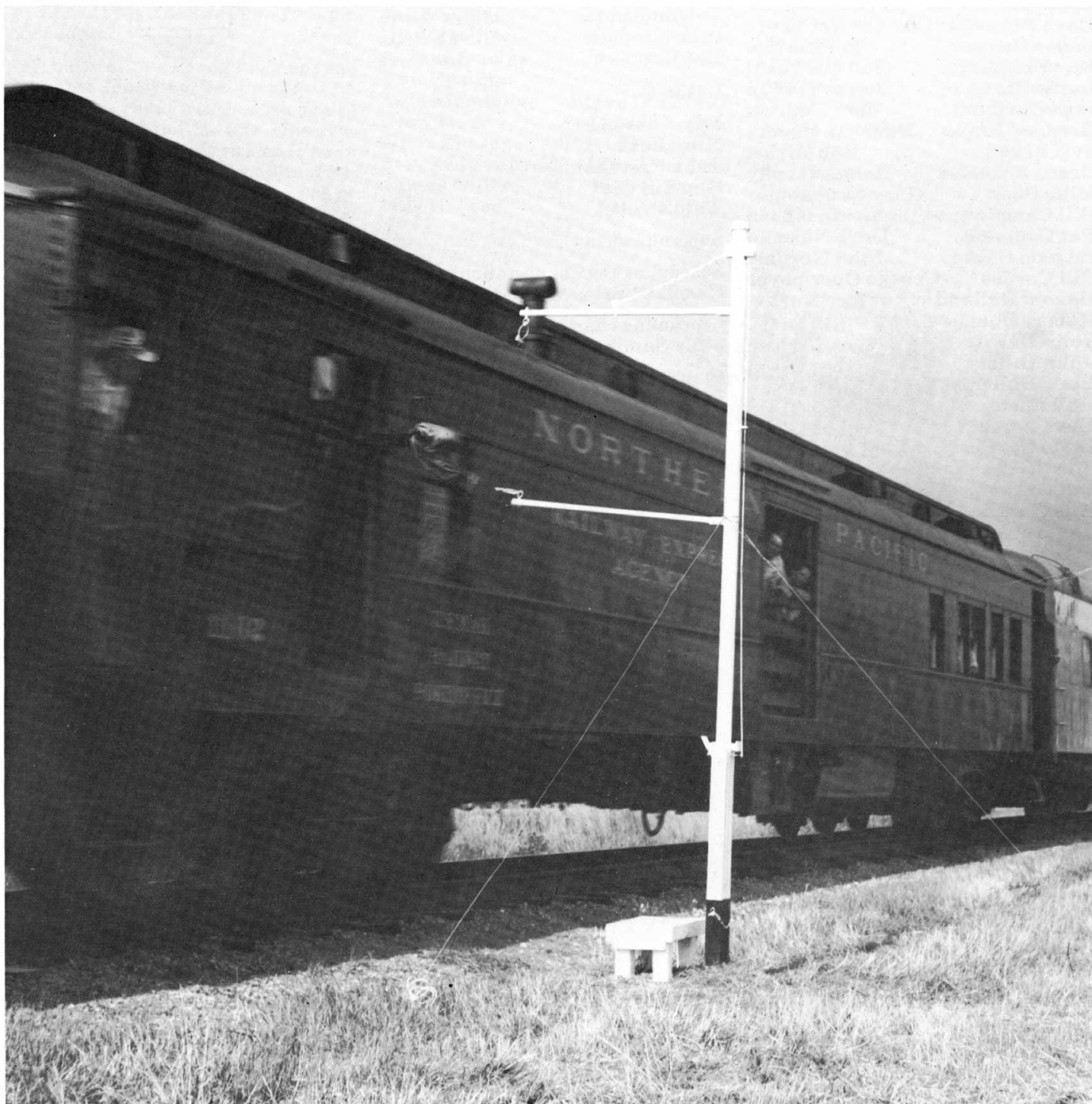
Name, home address, home phone number, and hat size. Make check payable to Minnesota Transportation Museum, Inc. The price is now \$21.50.

Deadline for orders is a postmark of January 30.

Note: The manufacturer has indicated the strong possibility that the rattan weave pattern may no longer be available, so be prepared for a slight variation from past hats.

**Mike Buck**

Vice President, Traction



Blasting through Dundas, Minn., this mail sack was caught "on the fly" by RPO car 1102 during MTM's steam opera-

tions in Northfield in September. Photo by Bob Renz.



## Search for Seats, Heat, Power for Car 265

*Ed. Note: Now that Duluth Street Railway car 265 has been restored, (Minne gazette, Sept./Oct. 1982) you think that's the last we'll hear of its restoration, right? Wrong! Fabled stories of its nine-year rebuilding will continue to surface for years to come. One such story was supplied recently by Bill Graham.*

Many have stories about the restoration of DSR No. 265, but my favorites are these. We realized in 1975 that the museum had no seats for the car. **Wayne Olsen** told us that a car body located near the Duluth airport had a complete set in good condition. Wayne warned that its owner guarded the seats jealously. **Loren Martin** and I considered what they might be worth, and set off with checkbook in hand hoping to cut a deal.

She met us in the driveway, a small elderly lady given to strong language and accompanied by a pack of large, snarling dogs. She told us how much trouble we'd have if we

even thought of taking a screwdriver to her streetcar. We got her calmed down, and she let us into the car where we found a complete set of seats in near mint condition. She swore we would never see the seats again, and her dogs howled the assent. We exchanged final pleasantries with her and beat it for the car. That night I called Wayne and asked if he had any other ideas.

Wayne had alerted us to a Peter Smith coal stove located in the basement of the Duluth Transit Authority bus garage. It had come from a streetcar, and had served as an auxiliary hot water heater for the garage after abandonment in 1939. I called the DTA and learned that the stove had been part of their purchase of the private company's assets, for which they paid with federal funds. This prevented DTA from donating the stove to the museum and, as an MTC employee myself, I understood their problem. After some negotiation, DTA agreed to loan the stove to the museum permanently, if we

would promise never to build a fire in it, and if we would return it to DTA in the event of a national emergency as required by federal law. I swore we would be faithful, particularly in a national emergency.

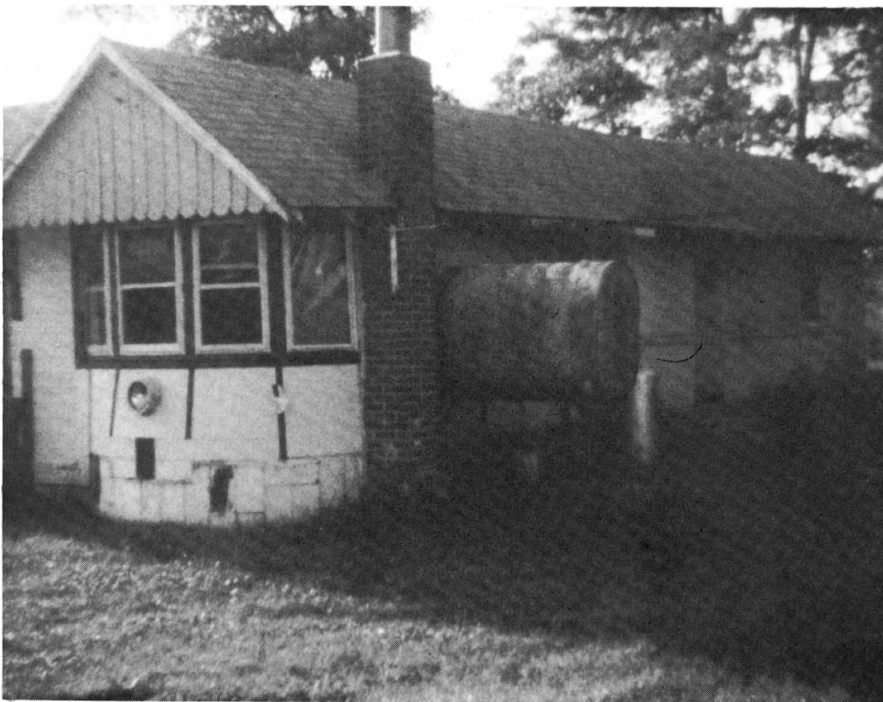
Two weeks later, I loaded my wife and young son into my brother's pickup and headed for Duluth, where Wayne handed over the elusive seats. He never told what magic he had worked on the lady with the dogs. We swung by the DTA garage, picked up the stove and unloaded the cargo at Como Shops well after dark.

Also in 1975, I heard from John Diers and Les Gilmer of the Metropolitan Transit Commission that some streetcar air compressors lay in the basement of the old Northside Garage in Minneapolis. I arranged a tour and found two G. E. CP-27 air compressors in the boiler room, still in fresh paint. They had last run before 1953, since trolley current was gone from Northside after that date. They, too, had been bought from the Twin City Lines owners with federal funds, and it took several letters to the feds and an appearance before the commission to pry them loose. Finally, the MTC declared the machines a total loss, and I loaded them into my brother's pickup. No. 265 now mounts one of these compressors.

**Loren Martin, Gene Corbey, Joel Hutchinson and Scott Heiderich** administered last rites to many a streetcar body in the woods. They gleaned light fixtures, hand holds, destination roll signs, door engines, and countless irreplaceable parts, some of which were installed on No. 265 and others consigned to inventory for the future. They always attempted to find the owners of the cars, and usually paid for stripping rights.

A lot of sleuthing went into making No. 265 an authentic piece. We always were amazed at the amount of original hardware remaining in the area after the system was so thoroughly eradicated. Let us remember, though, that No. 265's stove and air compressor are federal property, to be given back in a national emergency. Somehow, this prospect doesn't concern me much.

**Bill Graham**



Another TCRT streetcar continues to live an extended life in another form. This steel-sided car body, complete with original headlight and marker bracket, sits near highway 35, just south of the Webster, Wis. city limits. The car/cottage is occupied by the grandson of the original owner. At night, the headlight is turned on which gives it some of its original appearance. Photo by Ken Johnson.

## Railroad Operations in '83

Railroad activity in 1983 will be determined by three factors: availability of locomotive 328; sufficient operable passenger cars for an adequate train; and enough trained personnel to staff the operations.

The mechanical condition of the locomotive is the responsibility of the restoration forces headed by Tom Dimond. The availability of passenger cars will be determined in part by the restoration forces and in part by the success of the Acquisitions Committee in obtaining additional rolling stock. The Operations department will provide training for all phases of railroad operations to ensure that there will be a maximum number of trained personnel available for operating opportunities that develop.

So far, we plan to operate the train at the following events in 1983: Amtrak depot for National Transportation Week, sometime in May; MTM Members' Day and Picnic, June 4-5; New Brighton Stockyard Days, June 25-26; Lumberjack Days

at Stillwater, July 16-17; the Anderson Company picnic at Bayport, July 23; Jesse James Days at Northfield, September 9-12; and the TRAIN (Tourist Railroad Assn. Inc.) Convention, October 29-30. With the exception of the TRAIN '83 convention, these are all repeat operations, which should facilitate planning. Should additional operating opportunities develop, the main factor determining whether we will participate will be the availability of trained crews to staff the operation.

The Railroad division is planning to offer training for the following positions: engineer, fireman, engine watch (hostler), conductor, brakeman, car/platform attendant, mechanical forces (car knockers), and agent. Classes for these various positions are currently being planned and will be conducted in large part by professional railroad personnel from the various railroads operating in this area. The program is too complex to describe here, but within a few weeks the entire mem-

bership will receive the details of the program in the mail. All MTM members will be eligible to participate to the full extent of their abilities, and it is hoped that as many people as possible will participate so that we can draw on a large pool of trained personnel when planning our various railroad operations.

**Bob McNattin**  
Vice President, Railroad



## Reinventing the Wheel

This fall, we are beginning a rebuilding program on our single-streetcar, Duluth Street Railway No. 78. While 78 is a smaller car than No. 265, our last rebuilding project, it will need far more extensive work due to its advanced deterioration. It also represents a longer reach back into the first generation of electric traction truck technology, where technical information needed for rebuilding will be harder to find.

We need pictures, drawings and written text showing construction details of the early cars built by the LaCledde Company in St. Louis, Missouri. The St. Louis Car Company absorbed LaCledde in about 1900. Such information will help us to make the restoration an historically accurate example of a technology which made possible today's diesel locomotive and transit car.

If you or people you know collect early traction information, please remember to put aside anything that relates to LaCledde cars as you look through your trappings on cold winter evenings. Please also give us any suggestions on people, organizations, or publications around the country who may have such information.

**Bill Graham**  
Executive Vice President

## THE LaCledde Car Co.,

ST. LOUIS, MO.



BUILDERS OF

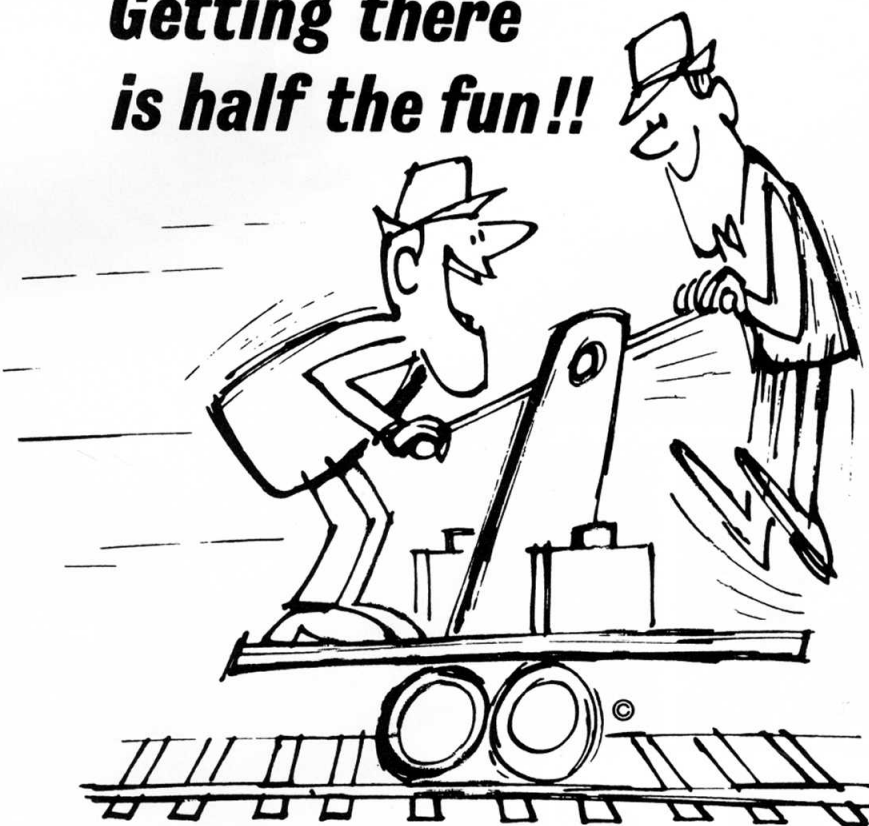
## STREET RAILWAY CARS

OF EVERY DESCRIPTION.

Bill Cordes collection.



**Getting there  
is half the fun!!**



## Back Cover

MTM's streetcar 1300, still in service with TCRT on the Oak-Xerxes line in the 1950s, is shown stopped on the westbound track of the Como-Harriet right-of-way at Xerxes Av. S. in southwest Minneapolis. It appears that the motorman is leaning over to look through the switch hole and throw the switch that will allow 1300 to turn south onto Xerxes instead of continuing on the right-of-way to Brookside Av. This point of the right-of-way is about six short blocks west of MTM's carbarns. TCRT photo from the MTM files.

## Remember When?

Remember when you could ride the Intercampus Line on streetcars like 1304 shown at the left? Well, you can't ride 1304 anymore, but you can ride 1300 all you want—free—when you're a member of MTM. We'll even show you how to run it! Join the team and see you on 1300 next summer!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
  - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
  - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minne Gazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**  
P.O. Box 1300, Hopkins, MN 55343



Fred Rhodes, then 16, took a ride on Intercampus Special steel-sided streetcar 1304 in 1954, just before the end of TCRT rail operations.



DO  
NOT  
ENTER

PAY ENTER  
FRONT ENTRANCE



1300





# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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